

Idleright Operator Instructions

(Please Keep These Instructions Inside the Vehicle)

Basic System Operation:

Warning: The parking/emergency brake should always be set when the Idleright is active.

The Idleright™ Fuel Management System will automatically start and idle the vehicle's engine if ALL of the following criteria are met:

1. The ignition is OFF
2. The vehicle's warning light system is turned on
3. The hood is closed
4. The brake pedal is NOT depressed.
5. The programmed voltage trip point is measured by the module.

If the vehicle is idling under the control of the Idleright Fuel Management System, the vehicle's engine will automatically shutdown if ANY of the following conditions occur:

1. The hood is opened
2. The brake pedal is pressed
3. The programmed Engine Idle Time expires

No other input from the vehicle operator is required.

Recommended Load Management:

The Idleright System operates most efficiently under LOW to MODERATE loads. A heavy load will drain the battery rapidly, requiring the engine to run more frequently and for longer periods of time, thereby reducing fuel savings. Following are some general suggestions for maximizing performance and efficiency:

- **All unneeded loads MUST be turned off. Do not operate the heat, air conditioning, or other large loads while the Idleright is active, or it may fail to start the vehicle.**
- **Use only the minimum number of warning lights needed for safe visibility in each application.** For example, for traffic control, alley lights are likely not needed, and in many cases, only the front or rear flashing lights will be needed.
- LED lightbars are far more efficient than other technologies, especially strobe, and will maximize performance.

Testing:

To ensure the Idleright Fuel Management System is functioning properly, it is important to test the system periodically. While the initial programming is suitable for most gasoline vehicles, there are other factors that could lead to system failures. For instance, an aged vehicle, with an old worn battery and an inefficient warning light system will require a higher detection voltage and longer runtime than a brand new vehicle with an LED warning system. Other factors like climate should also be taken into consideration. For example, colder climates may require higher detection voltage and longer crank time than warmer climates. Since the Idleright Fuel Management System does not measure outside temperature, it is important to do testing to ensure the system will operate properly in the field if any of these conditions have changed since the vehicle was first placed into service.

In order to test the Idleright unit, turn on the lightbar and ensuring the vehicle starts when battery voltage is low. Note that the vehicle should be outdoors or in a well-ventilated area during testing. Adjust the programming as needed for optimal performance. If technical issues are encountered, please contact your installer for assistance.

System Diagnostics:

In the event of a fault or system failure, the LED indicator will flash as follows:

- Rapid On/Off Flashing – Over Current Detected. The Idleright System has detected an over current condition. All outputs have been shut down to prevent damage to the system.
- Slow On/Off Flashing – Failed to Start. The Idleright System has attempted to start the vehicle 3 times and failed. Common causes of this are a weak vehicle battery or electrical system, a Voltage trip point set too low or Initial Crank Time set too low.

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IDLERIGHTTM
FUEL MANAGEMENT SYSTEM

Manufactured by:



Havis-Shields
EQUIPMENT CORPORATION

Patent Pending